

WEATHER FORECAST.

Rain to-day and probably to-morrow;
warmer to-day; colder to-morrow.

Highest temperature yesterday, 40; lowest, 19.
Detailed weather reports will be found on editorial page.

VOL. LXXXVI—NO. 109—DAILY.

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THREE CENTS
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THE NEW YORK HERALD

FRANCE DEMANDS CAPITAL SHIP RATIO EXCEEDING JAPAN'S; PARLIAMENT RATIFIES IRISH TREATY; DAIL VOTES MONDAY; WALL STREET BOMB PLOT SUSPECT IS ARRESTED IN WARSAW

SAYS REDS TRIED TO KILL MORGAN WITH DYNAMITE WAGON

Cousin of Rosa Luxemburg
Reported in Warsaw as
Confessing to Plot.

WOMAN PUT ON WATCH

Explosive Touched Off at His
Luncheon Time, but He Was
in Europe Then.

WARSAW, Dec. 16 (Associated Press).—A man of the name of Wolfe Lindenfeld, alias William Linde, has been arrested by the Polish police here as a suspect in connection with the Wall street explosion in New York on September 16, 1920. The Warsaw police said they made the arrest at the request of the American Department of Justice. They say they have possession of the man's full confession of being connected with the outrage.

Lindenfeld is described as a cousin of Rosa Luxemburg, the German radical Socialist leader, who was shot to death in Berlin early in 1919, after having been beaten by a mob. His confession, the police state, gives the names of the ringleaders and the New York city address where the bomb was manufactured, and says also that the bomb was intended for J. P. Morgan, but exploded prematurely.

Silvester Cosgrove, an American Department of Justice Agent, at whose request, in behalf of the department, the arrest of the suspect was brought about, declared that Lindenfeld has agreed to turn State's evidence and is willing to return to America, where he has a wife and two children in New York.

The suspect's written confession, according to the agent, says that \$30,000 was promised for the job, to be divided among four or five persons, and that the money was received by New York Communists from the Moscow Third Internationale.

Lindenfeld left New York early last spring. The Polish police say he was exposed in Warsaw in 1906 as a Russian secret agent, fleeing to America shortly afterwards.

According to Cosgrove and Paul Altendorf, who trailed Lindenfeld, the suspect in his confession names five principals, now in Europe, who shared the money for the job. One of the principals, the confession shows, was a woman, who from a window opposite Mr. Morgan's office observed the financier's movements for days, and from her reports the bomb was timed to explode about the usual time Mr. Morgan came out for luncheon.

(Mr. J. P. Morgan was in Europe on September 16, 1920, the day the explosion took place.)

The confession, as described by the American agents, terms the premature explosion "a mechanical mistake," for which the bomb makers are blamed. Lindenfeld estimating that the bomb exploded from ten to fifteen minutes before the intended time. The plotters also accuse the driver of the wagon which brought the bomb to Wall street of having erred in not leaving the wagon nearer the Morgan office.

Cosgrove and Altendorf estimate that Lindenfeld's confession covers more than 10,000 words, and assert that the details in it with the mass of other information in their possession.

Got Funds from Moscow.

Further portions of the confession referred to by Cosgrove show that Lindenfeld knew of the plans for more than a week prior to the explosion, but denies any actual part in the bombing preparations. He gives New York addresses of various individuals involved in the plot, most of whom have since left the country, and also gives a New York address where the Communists are alleged to have paid over the cash to the plotters.

Cosgrove avers that his information shows Lindenfeld had close connections with Moscow, from where he received funds regularly. By the Polish secret service it is asserted that the suspect attended at least one conference at Moscow of the Third Internationale; that he was in New York at the time the funds were here and carried a Polish passport. For most of the time since March he has been living in Warsaw, posing as an American.

ALTENDORF 'REVEALED' 'BLACK TOM' CONSPIRACY

Figured in Numerous Episodes of the War.

By the Associated Press.

In August, 1918, a man giving the name of Dr. Paul Altendorf, claiming to be an American citizen and asserting that he had acted as a secret service

2 in Olympic Steamer Killed in Storm at Sea

Special Cable to THE NEW YORK HERALD.
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SOUTHAMPTON, Dec. 16.—Wireless reports from the steamship Olympic say that two steerage passengers were killed and one injured on board that vessel during a storm at sea. The Olympic, bound from New York to Southampton, has been delayed twenty-four hours as a result of the storm, which was described as the worst she had ever encountered. She is expected to arrive to-morrow afternoon.

The captain of the Olympic was forced to bring his vessel to for eight hours, while great sea hundreds of feet high swept over the ship, doing considerable damage to the upper decks and smashing a number of port lights.

CITY TRANSIT LINES SHOW GAINS IN NET

Month's Totals of All Roads
Give \$3,250,000 Over Similar Earnings in 1920.

HYLAN AND CRAIG CALLED

Banker Dahl, for B. R. T. Investors, Indorses General Reorganization Plan.

Evidence taken in the transit examination yesterday indicated that business on the city's lines is improving rapidly. Figures compiled by the Transit Commission's engineers for September were so encouraging that Chairman McAneny and Clarence J. Shearn, special counsel, regarded them as suggesting more strongly than ever the feasibility of maintaining the uniform five-cent fare.

These compilations showed that the net operating income for all rapid transit and surface lines in all five boroughs for that month amounted to \$2,906,445.18, as compared with \$148,337.46 for the same month of 1920, the gain being \$2,758,207.72. The non-operating revenues increased the month's net income from all sources to \$3,250,000.

Mr. Shearn suggested that, should these gains be maintained through the coming year, it would mean something like \$35,000,000 income, which would bring the transit lines to within about \$3,000,000 of an "even break," including such obligations as their interest and rental charges.

McAneny Advises Caution.

Chairman McAneny, advising caution called attention to the fact that these recent revenues were accumulated under an artificially curtailed service, inferior to that which the public must have; that loss of transfer privileges had increased the number of revenue passengers and that it must be remembered there is considerable deferred maintenance to be met. Also, he suggested, the 1920 figures used for comparison were doubtless held down somewhat by strike conditions at that time.

The elevated division of the Interborough showed for last October a gain in operating income of \$110,485, as compared with October, 1920. The subway division's net gain in income was \$193,208.61.

The New York Consolidated, operating the Brooklyn subways and elevated lines, showed a surplus of \$54,000 as compared with a 1920 deficit of \$300,000 for October.

The third avenue surface system also showed an October (1920) deficit of \$42,881.25, with a surplus this year of \$1,470.03, or a gain for the month of \$60,351.28.

Even the New York Railways—the Manhattan surface lines now in receivership—showed a net income of \$23,566.58, as against a deficit for the preceding year of \$14,844.75. Fixed charges incident to the receivership, however, reduced the apparent difference.

Owners for McAneny Plan.

Gerhard M. Dahl, vice-president of the Chase National Bank, testified as the representative of the protective committee of stockholders of the Brooklyn Rapid Transit, who have deposited about one-third of the total capitalization of \$74,000,000. He also discussed the barometer fund and other features of Tom Johnson's Cleveland transit plan, which Mr. Dahl, as that city's first Street Railway Commissioner, directed from 1910 to 1912.

In testimony speaking, Mr. Dahl indorsed the commission's plan for reorganization. He thought it would be necessary to resort to the city's credit to raise the large sums necessary. Unification of control, pooling of receipts and ultimate city ownership he approved. He had no fear of political dominance in the board of control. The flexible rate of fare, or barometer fund idea, he pronounced sound and scientific. It had worked admirably in Cleveland, he said, where it started out in 1910 with a 5-cent fare and 1 cent for transfers. Within three months the barometer fund had gained to such a degree that the 1 cent extra charge was abolished and transfers were made free.

Within the later decade the Cleveland barometer fund experienced its ups and downs—mostly ups. The rate in Cleveland at present is 6 cents for a single fare, or 5 tickets for one dollar.

He said he was the fourth receiver the

DESTROYER GRAHAM RAMMED OFF COAST 65 RESCUED, 6 HURT

Naval Vessel Caught on
Bow of the Panama in
Darkness.

ONE OF INJURED MAY DIE

Wrecking Tugs Towing War-
ship to Port—Injured Are
Brought to Quarantine.

The steamship Panama of the Panama Railroad Steamship Company rammed the United States destroyer Graham late yesterday afternoon while about four miles off Sea Girt, N. J., between Barnegat and the Ambrose Channel Lightship. The crash cracked the starboard side of the destroyer, flooding her No. 1 fire room and injuring six men of the crew at work there. One of these men was said early this morning to be in a critical condition, and may not recover.

As soon as possible the injured men, and the others of the Graham's complement, totalling 65 officers and enlisted men, were transferred in small boats to the liner, where the injured were put in the sick bay and treated by the surgeons of the Panama and of the Graham. The Panama was not badly damaged, but the Graham was unable to make headway under her own steam and was taken in tow for the New York Navy Yard, in Brooklyn, by two wrecking tugs sent to the scene of the accident by the Merritt-Chapman Wrecking Company.

The destroyer was flooded and for five hours lay across and upon the bows of the Panama. Neither ship had the necessary apparatus for removing her, and she stayed there until the wrecking tugs arrived. As soon as she was removed, however, she was taken in tow, and the Panama proceeded to Quarantine with her own passengers and the crew of the Panama and the Graham. She was met at Quarantine by the United States minesweeper Sandpiper and a naval tug. The injured were taken off and hurried to the Navy Yard, whence they were sent to the Naval Hospital.

The ship bearing the injured men reached the navy yard at 3 o'clock this morning. The names of the men could not be ascertained, but the others are: W. H. Kelly, fireman, 19 years old, serious case; one of the brain, condition critical; may die.

H. W. Clarke, 22, fireman, lacerations. Raymond A. Smith, 22, fireman, lacerations.

Rescue Ships Stand By.

The steamship George W. Goethals, owned by the same company that owns the Panama, heard the distress signals sent off by the Panama and the Graham and stood by the injured vessels until they had been pulled loose from each other and there was no further need of her assistance. She then proceeded on her voyage to South America and Central American ports. The United States Coast Guard cutters Seneca and Great-ham also answered the signals and stood by the wrecking tugs. The latter, when they started for the Navy Yard with the Graham in tow.

Radio messages for help sent out by the Panama and the Graham also reached the Coast Guard life saving stations along the Jersey coast. Capt. Cook of the Manasquan station sent word along the beach to the stations at Asbury Park, Avon, Belmar, Bay Head and Sea Girt, and life saving crews came out in rowboats and power boats.

The lights of the Panama, the Graham and the other ships surrounding her were plainly visible from the New Jersey shore, but reports from the shore stations at midnight said that the life guards had not returned. Consequently there had been no direct information of what had happened. As late as eleven o'clock last night, however, there had been no signs of movement by the lights at sea.

Sea Pours Into the Graham.

The Panama, carrying 107 passengers and her crew, was to have reached this port last night after a voyage from the Atlantic end of the Panama Canal. The Graham had left New York at noon for a destination which has not yet been made public. What caused the collision is not known, but it is supposed that in the gathering darkness between 5 and 6 o'clock the Graham, not seeing the Panama, attempted to steam across the bows of the liner, which was smashed solidly on the starboard side, her plates cracked under the impact and the sea poured into her engine room.

At 5:55 o'clock the Coast Guard cutter Gretham wirelessly her position and said: "S. S. Panama in collision off Sea Girt. Request assistance." The second message, from the Graham, was received at 5:45. It said: "S. O. S. to Navy Yard and all ships. S. S. Panama in collision with destroyer Graham (No. 192) five miles southeast of Sea Girt. Collision at 5:20 P. M. Try to beach in shallow water. Want assistance to beach her."

"Proceeding to the assistance of Panama. Arrive about 8:30." A few minutes later another message came from the Graham: "Rammed starboard side. No. 1 fire room flooded. Ship in no danger of sinking."

Unemployment Lessened by Harding's Conference

WASHINGTON, Dec. 16.—Unemployment throughout the country has been greatly relieved as a result of the national conference on unemployment called by President Harding, according to a report of the results obtained by that body issued to-night by its chairman, Secretary Hoover.

At the time of the conference it was estimated that 3,500,000 persons were out of work, the report said, while Mr. Hoover believes that 1,500,000, and perhaps as many as 2,000,000, men and women are employed to-day who would be out of jobs were it not for the work of the conference.

IRISH PEACE VOTE IN PUBLIC SESSION

De Valera and Griffith Agree
to Final Test on the
Agreement.

Violence Is Regretted

Dail Cabinet Orders Inquiry
of Attacks on British
Troops in Ireland.

DUBLIN, Dec. 16 (Associated Press).—A vote on the question of ratification of the peace treaty between Ireland and Great Britain will be taken at a public session of the Dail Eireann Monday morning at 11 o'clock, according to an announcement made public to-night signed by Eamon de Valera and Arthur Griffith.

The announcement, issued through the publicity department of the Dail Eireann, is as follows:

The private sessions of the Dail Eireann will end to-morrow evening and a motion for ratification of the treaty will be made at a public session at 11 o'clock Monday. We are confident that the Irish people will continue to maintain the same calm dignity and discipline they hitherto have displayed.

Signed, DE VALERA-GRIFFITH.

The Dail will meet again to-morrow in secret session. It sat throughout the day behind closed doors, adjourning at 8:15 o'clock this evening. No statement was issued as to what took place inside the hall during the session.

The Dail Eireann Cabinet this evening issued the following notes:

"The Cabinet had before it to-day reports of four attacks on British forces in Ireland, two members of which have been killed. The Cabinet is of the opinion that these acts were not committed by members of the republican forces and condemns them in the strongest manner."

The Minister of Defence and the Minister of Home Affairs have been directed to investigate the occurrences and to use every effort to bring the perpetrators to justice."

A significant fact in connection with the statement is that it is signed by all the members of the Cabinet.

The main attack on the treaty during the discussion is said to have been made by Eamonn Childers, one of the secretaries of the London delegation. Childers' cousin, Robert C. Barton, one of the delegates in the London negotiations, refrained from signing the treaty till the last moment on the momentous night it was finally agreed to by British and Irish plenipotentiaries.

The private sessions of the Dail, it is declared in some quarters, have been devoted largely to an attempt to discover some method whereby the Dail can accept the treaty and at the same time not register a defeat for Eamon de Valera and his followers. The principal difficulty in the way is said to be the Valera himself.

The attitude of the Republican army is causing much speculation. Its heads in the Dail are admittedly divided on the question of accepting the treaty, but all the leaders agree in deprecating any interference by the army in the political decision.

The official organ of the army declares that whatever the decision may be the army will accept it in the true spirit of disciplined soldiers, in support of the national will constitutionally expressed.

WASHINGTON, Dec. 16.—Harry J. Boland, representative of the Provisional Irish Government in Washington, received instructions to-night to return to Ireland for the session of the Dail Eireann. He will sail from New York December 24. He returned from Ireland after a brief visit only last October.

BARS SHAVING BRUSH MADE OF HORSE HAIRS

Public Health Council Acts in
Fight on Anthrax.

ALBANY, Dec. 16.—A regulation prohibiting the manufacture, sale or offering for sale of shaving brushes made from horse hair has been passed by the Public Health Council of the State Department of Health. It was announced to-night.

The action was taken, it was stated, because it had been found that anthrax can be contracted through the use of such brushes. The regulation will be effective January 1.

BRITISH ACCEPTANCE SHIFTS TO DE VALERA BURDEN FOR FAILURE

Lloyd George Musters 401,
With Only 58 Dissenters
in Commons.

VOTE OF LORDS, 160 TO 47

Ulster Premier Says Boundary
Proposals 'Throw Us
Back to 1914.'

Special Cable to THE NEW YORK HERALD.
Copyright, 1921, by THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., Dec. 16.

Prime Minister Lloyd George won another sweeping victory in the House of Commons to-day, getting an overwhelming majority for ratification of the treaty creating the Irish Free State, and leaving the possibilities of failure so far as Great Britain and South Ireland are concerned entirely on the shoulders of Eamon de Valera in Dublin. There were 401 members for ratification, the relentless "die hards" mustering only 58 dissenting votes. This action was followed by ratification of the treaty by the House of Lords by a vote of 160 for to 47 against.

The fact that Sir James Craig, Premier of Ulster, is here consulting about boundaries between Ulster and southern Ireland gives rise to the hope in official circles that this difficulty will be adjusted ultimately. Ireland's destiny is now in her own hands, according to opinion in official circles.

Craig Is Pessimistic.

Sir James Craig talked pessimistically, saying: "The Government's proposals have thrown us back to the position we were in in 1914."

Regarding boundaries he said: "Without that, I think I might be able to secure approval of the treaty, but the boundary proposals entirely alter the outlook."

Mr. Lloyd George held an "old home week" celebration at 10 Downing street, his official residence, to-night. He heard old Welsh songs and sang many himself in his rich baritone. He will leave London for Chequers Court, the Prime Minister's country home near here, to-morrow and prepare for a conference with Premier Briand of France on Monday.

This was Lord Birkenhead's day, with the Lord Chancellor rising to every expectation in defending the Government's action in connection with the Irish agreement. He bitterly answered his old Ulster leader, Lord Carson, comparing him to a "hysterical schoolboy." He achieved the same results in the House of Lords that the Prime Minister achieved in the House of Commons Wednesday.

Premier Corrects Debaters.

The hallooing alone marked the day in the House of Commons, which after voting recessed until Monday to await the action of the Dublin Parliament. The Prime Minister interrupted the debate long enough, however, to straighten out certain misunderstandings regarding the boundaries of Ulster and South Ireland.

Children's counsel, Robert C. Barton, one of the delegates in the London negotiations, refrained from signing the treaty till the last moment on the momentous night it was finally agreed to by British and Irish plenipotentiaries.

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\$500,000,000 SAVING TO U. S. IN HUGHES NAVY CUT PLAN

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., Dec. 16.

UNDER the plan as approved by the American, British and Japanese delegations to the armament conference, there will be a great financial saving each year on the maintenance of the United States Navy, as shown by the following, in which the saving is calculated on a basis of complement, fuel and other supplies:

Capital ships to be scrapped: Thirty-four, with a present yearly upkeep of \$34,000,000 and a total complement of 33,200 officers and men—the actual yearly saving.

Capital ships to be retained: Eighteen, with a yearly upkeep of \$43,600,000 and a complement of 22,400 officers and men.

The grand total for all ships meant a yearly upkeep of \$137,600,000 and a complement of 60,600 officers and men. The figures are approximate, not taking into consideration any fluctuation in prices. They are for capital ships only, and are entirely exclusive of the figures for the necessary shore establishments for their maintenance.

The shore establishment for the total forces would cost about \$700,000,000 yearly, and for the forces allowed under the present plan about \$400,000,000. The saving in this respect is seen to be about \$300,000,000.

The total personnel for the American navy under the Hughes plan should be about 160,000 active and 130,000 reserve officers and men, this first reserve to be supplemented in the event of war.

The actual cost of the upkeep of our navy under the Hughes plan will be between \$500,000,000 and \$550,000,000 each year. The actual upkeep of the whole navy if not limited by the Hughes plan, with all the proposed ships completed, would be well over \$1,000,000,000 a year, including necessary replacement construction.

BALFOUR TO DEMAND BAN ON SUBMARINES

Will Present Britain's Plea,
Telling of Possible Abuses,
at Next Open Session.

ANTI-GAS MOVE GROWING
2,000,000 Americans Against
Outlaw Weapons—Action of
Delegates in Doubt.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., Dec. 16.

The proposal to outlaw completely from modern warfare as uncivilized and barbaric the use of submarines will be the next big naval question before the Conference on the Limitation of Armaments, Pacific and Far East questions.

That Great Britain, through A. J. Balfour, her chief delegate, will ask the abolition of submarines was disclosed to-day officially by the British conferees.

The British proposal probably will be laid before the next plenary public session of the conference. It will be framed in such a manner that it can be taken as an appeal to the peoples of the world, it was indicated to-day. England, it was explained, wants the world to know the possibilities for abuse of the submarine weapon that may happen in another war.

That opposition to the complete outlawing of the submarine may be expressed by the delegates of the United States, France and Italy has been indicated for some weeks, although no official statement has come from any of these groups. This makes it possible for the American delegation to take a stand either way, for or against the outlawing of undersea warfare. The action of the American delegation is expected to prove the deciding vote in the conference.

Influenced by Navy Officers.

The attitude of the American delegates is based, it is understood, on the advice of high naval officials who feel that the submarine is essential to the defense of the long American coast line. As a weapon of defense merely, the American naval experts contend, the submarine can be employed economically by Italy, France and small nations. Its use, they declare, will make it easier to reduce the tonnage and strength of great navies, and, in that sense, make the work of the conference more completely successful.

The American delegates thus are understood to have been convinced that the use of the submarine should be restricted, although not completely prohibited. Under this allotment Great Britain and the United States would have 90,000 tons of the submarines each.

How great a reduction from the Hughes programme will be proposed by the Americans depends, it is believed, upon the sentiment developing throughout the United States for restriction or complete abolition of the submarine weapon. That this sentiment may, in the next few weeks, become strong enough to result in complete abolition is regarded as a possibility.

Movement Has Grown Fast.

Letters of citizens in all parts of the country asking the conference to abolish the submarine have filled the delegates' mail and flowed into the office of Government officials for weeks. Many of these letters have been addressed to President Harding.

The conference, up to to-day, had received from citizens 7,000 letters asking abolition of the submarine. At the same time 11,000 letters had been received asking retention of the submarine.

Continued on Page Two.

Continued on Page Two.

SEEKS 10 BIG SHIPS

French Would Spend
\$500,000,000; Then
Exceed U. S. or
Britain.

LOOK FOR REDUCTION

Delegates of Big Three Be-
lieve Paris Will Have
to Back Down.

BRIAND STAND REVERSED

Some in Washington Contend
Plan Is to Force Agreement
for More Submarines.

By LOUIS SEIBOLD.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau,
Washington, D. C., Dec. 16.

An amiable and speedy completion of the naval programme hoped for by delegates to the international conference was temporarily impeded to-day by an unexpected development. This was the momentary insistence of the French Government that the international armaments conference sanction its request for authority to build ten capital ships of 35,000 tons each at an approximate cost of \$500,000,000.

Experts who have examined the French demand assert that the acceptance of the French proposal will give that country at the end of the naval holiday already agreed upon 200,000 more tons of capital ships than will be in the fleets of the United States or Great Britain.

The French demand, coming on top of the agreements reached yesterday among delegates of the United States, Great Britain and Japan as to sea armaments, Pacific fortifications and providing for a ten year naval holiday, has created surprise and to some extent consternation among officials who then anticipated the speedy solution of all naval problems.

While conceding that the demands which the French delegates officially presented to the armaments committee to-day will be modified to conform to the relative ratios of Great Britain, Japan and Italy, the delegates from these countries admitted that "the French position is most disturbing."

Holds Up Programme at Cost.

The chief embarrassment caused by the unexpected action of France will be to hold up for the time the completion of the naval programme, two-thirds of which has been settled. Spokesmen for the American and British delegations admit that the entire naval plan for the future would stand or fall with the final decision of the French Government regarding its new claims.

It is not considered even among the possibilities that the request of France to invest a staggering sum in a naval establishment which is viewed by other delegates as both excessive and unnecessary, can be sanctioned without compelling rejection of the reforms in sea armaments proposed by this Government and agreed to by Great Britain and Japan.

The alternative as it appears to American, British and Japanese delegates is the resumption of naval competition on a stupendous scale that not only will add tremendously to the financial burdens already shouldered by the French people but cause other nations to spend more than they regard as either desirable or necessary.

The announcement that M. Sarraut, head of the French delegation, had asked the naval subcommittee of fifteen engaged in making a final survey of capital, auxiliary and submarine armaments for authority to build ten capital ships came from the British delegation. The Italian delegates, whose policy has been to match the French demands, although conceding the extravagance of such an unnecessary programme, made no definite announcement regarding their position on the French request.

Italy Wants as Much as France.

The Italians have contended that their own country and France should not be compelled to maintain naval establishments approximating the 315,000 tons fixed by France. The chief naval needs of the Italians—and according to their view those of France—lie in the direction of auxiliary craft and submarines. The Italian position, therefore, harmonizes with the American and Japanese attitudes as to submarines, although it is in conflict with the position of Great Britain.

There is no question that the request of the French Government to spend more money instead of less in maintaining a huge naval establish-

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